



# The Foghorn

## Halifax Power and Sail Squadron

### Winter 2021



### Squadron Commander's Corner

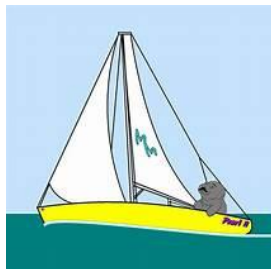
Greetings to all our new and ongoing members as we head into another year of the Covid-19 pandemic. The past year has been one filled with many challenges and adjusting to a “new normal”. Let’s make the best of 2021 as an opportunity to share inspiration and motivation with our family, friends, and colleagues, in a safe manner. We have had to make some changes to our organization; e.g. no boating courses in the classroom at this time. Our “new normal” is that we are focusing on virtual courses and our educational officer and instructors continue to work towards providing the courses. See our website : [www.cps Halifax.ca](http://www.cps Halifax.ca) or <https://boatingcoursesonline.ca> for course availability. Our executive members still continue to dedicate their time and effort to our executive committee. We still have vacancies on our committee for a secretary and a PR officer. If you are interested in being a volunteer with our executive committee, please contact me at [catherine.lunn@novascotia.ca](mailto:catherine.lunn@novascotia.ca). If the mild winter weather continues, maybe we can look forward to an early spring and getting back out on the water sooner. Stay safe and healthy.

*Squadron Commander Catherine Lunn*



### Note on Sails and Anchors

The image of the small sloop posted by our Commander represents a technological advance in the art and science of sailing into the wind. The first fore and aft type sails are believed to have been used in the western Pacific circa 1500 BCE according to *Wikipedia*



and *Oxford Companion to Ships and the Sea*. In our little sloop, the bear can make all his/her destinations easily because he/she can sail at 45 off the wind.

Square rigged vessels with horizontal yards and rectangular sails would only be able to point about

90° off the wind. The triangular sails of the fore and aft rigged vessel allowed greater maneuverability. Likewise, another advance in safety was the iron anchor. Iron anchors appear to have been used during Roman



time (*Wikipedia* and *Oxford Companion to Ships and the Sea*) and perhaps earlier by King Midas of Phrygia and the seamen of Tuscany. Good anchors allowed vessels to remain stationary in relatively strong winds. As always, anchors do drag, so mariners have always been careful to make sure their anchor sets. Check out the article on anchors in this issue of the *Foghorn*.



*Halifax Harbour in 2010.*



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### Education Department

In March 2020, the Halifax squadron suspended or postponed all classes, following the government guidelines issued with the advent of the Coronavirus outbreak. The National site has this message:

**“Virtual Classrooms Available - Face to face classes suspended until further notice.”**

“We are taking measures to ensure the health and safety of all our volunteers, students and staff of the Canadian Power and Sail Squadrons. We are suspending all face-to-face activities, classes, squadron and district meetings. Online courses are still available. Our employees are available to help you.”

The Education Department of the Halifax Power and Sail Squadron is pleased to announce that is offering Boating classes to the public and CPS-ECP members, beginning mid-February. Here are the details.



### Sailing

Starting February 23<sup>rd</sup>, 2021. The class meets on Tuesdays, for about 12 weeks. All classes will be conducted on Zoom. Do you want to learn more about sailing? Do you want to improve your sailing

skills and your understanding of how sails work? This Sailing Course covers the practical and theoretical basics of sailing and sailing seamanship. The range of topics is broad: from a description of different sailboat rigs, sail plans, hull types, and rigging to stability, balance, and the physics of sailing; from sailing at different points of sail to handling heavy weather and storm conditions; from spinnaker handling to reefing; from leaving the dock to mooring and anchoring. It also covers sailing safety, navigation rules, and sailing tactics. Whether you are a new sailor or are an experienced sailor and want to increase your sailing knowledge and skills, this course is for you.

[CPS | Course Details \(cps-ecp.ca\)](https://www.cps-ecp.ca/contact/squadron-locations/course-catalog/course-details/?cps-course=sailing_en&cps-course-id=62)  
([https://www.cps-ecp.ca/contact/squadron-locations/course-catalog/course-details/?cps-course=sailing\\_en&cps-course-id=62](https://www.cps-ecp.ca/contact/squadron-locations/course-catalog/course-details/?cps-course=sailing_en&cps-course-id=62))

### Electronic Marine Navigation

Another virtual classroom course at the planning stage is Electronic Marine Navigation. Keep watching our squadron website later this month for further details.

And, in association with other squadrons in the Atlantic district, we are planning to offer CPS-ECP members and members of the public these classes:

**Online classes via Moodle:** These are still at the planning stage and full details will be posted on the squadron website once ready to be opened for registration ([www.cpshalifax.ca](http://www.cpshalifax.ca)).



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#### Boating 2 – Beyond Boating Basics

The PCOC makes sure you have immediate navigation and safety skills but it's just the beginning of what you should know when you get on a boat. In the second of our Boating Series, you are introduced to the art of navigation, anchoring, ropes, lines and knots – not to mention what to expect when the boat is moving under power. This course also has a number of optional topics that will be taught depending on your interests; these include towing, trailering and a check list for layup and launch. Boating 3 – Introduction to Marine Navigation – The third course in our series explores navigation further as you learn how to plot and label on paper charts as well as what the skipper should be doing before setting out and when under way, handling a boat under sail as well as your environmental responsibilities and electrical hazards. This course also has several optional topics that will be taught depending on your interests; these include tides and currents, canals and locks, and collision regulations.

#### Boating 4. Near Shore Marine Navigation Level 1

Do you know what to do if a boat on fire calls you for help? Can you deal with emergencies on your own boat? Build your confidence on the water, and make your boating a safe and fun experience, by taking this CPS-ECP Course. You will learn how to cope with these situations, as well as many other aspects of boating, such as relative bearings, knots and splicing, medical emergencies, coping with adverse weather, and much

more. This course was formerly called Seamanship.

Once the details have been finalized (hopefully by the end of January), information on the above 2 courses will be posted on the squadron web site and opened for registration at the Online section of the [National Course Catalogue](#)

*Adriana McCrea, AP,  
Squadron and District Education Officer*

### CPS-ECP News – New Licensing Program for Pleasure Craft

Reprinted from the CPS-ECP Newsletter.



*The numbers on the bow represent a license number. Pleasure boats in Canada need to be licensed or registered. Licensing provides a unique identification number but does not provide proof of ownership.*

Transport Canada announces proposed changes to the Pleasure Craft Licensing (PCL) Program. I often get asked questions about Pleasure Craft Licensing and how to go about the process which at present is free. In my comments I have regularly remarked that, in the near future, the 10 year renewal



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period will probably be reduced to 5 years and that there will be a cost to both license a vessel, change information and renew that license.

Well, that “in the near future” time has come and Transport Canada has sought stakeholder input. Consideration of your comments sent through this site will be given during the development of the regulatory amendments. For that consideration you must let your voice be heard.

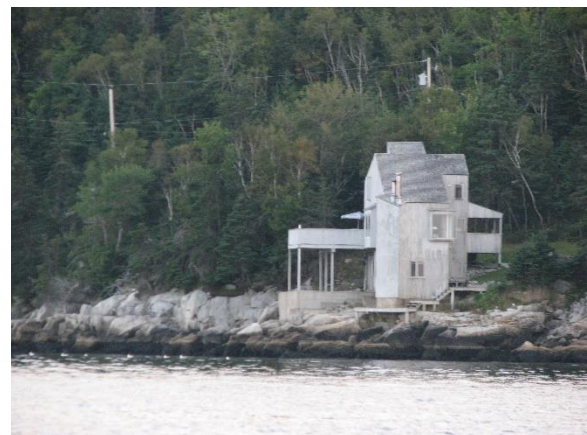
For pleasure craft owners here are the changes being considered by Transport Canada’s Office of Boating Safety for the PCL. They are doing this to increase safety, environmental protection and improve service delivery:

- Bringing grandfathered pleasure craft licenses (with no expiry date) into a 5 year validity time frame.
- Reducing the 10 year validity period for PCLs to 5 years to ensure that ownership information is updated more often.
- Expanding the Small Vessel Regulations to include all pleasure craft with motors of 10 hp. (7.5 kilowatts) or more, including personal watercraft, which are principally maintained or operated in Canada and, all pleasure craft, including all power-driven and sail-alone vessels over 6 metres in length, with the exception of human powered vessels (e.g. kayak, canoe).
- Reducing the timeframe for vessel owners to report a name or address change from 90 days to 30 days and specifying 30 days for

the buyer to notify a sale or transfer of a vessel ensuring that updated information is available in the same boating season.

- Providing Transport Canada the authority to cancel a PCL if the license holder does not comply with the regulatory requirements.
- Introducing a service fee of \$15 for PCLs thereby reducing the cost borne by taxpayers for providing this service.

Comments to Transport Canada website closed on 15 Jan 2021.



*One of the interesting houses south of Purcell's Cove in the outer harbour. The rocks along the shore are light coloured granite that was intruded as magma into shales and siltstone about 380 million years ago. The shales and siltstones are under your feet in Point Pleasant Park. They were laid down near the south pole in a large ocean named the Iapetus Ocean. The siltstones and shales are approximately 490 million years old.*





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### Marblehead Gears Up for the Race to Halifax This Summer

The notice of race has been posted and organizers of the 37th Marblehead to Halifax ocean race are looking for a robust turnout of competitors in picturesque and historic Marblehead Harbor on



July 9th, 2017.

“Every other year this is one of the summer highlights in Marblehead,” Jennie Aspinall, vice commodore-elect of the Boston Yacht Club and race chair. “Our Canadian friends always bring an air of international excitement to our town.” She said plans are well underway for shore-side parties and other social events over the weekend leading up to the start of the race on Sunday.

Billed as the “grand-daddy of ocean races”, the Marblehead to Halifax is co-sponsored by the Boston Yacht Club of Marblehead, MA and the Royal Nova Scotia Yacht Squadron of Halifax. “We are already working to attract another strong fleet of entries from eastern Canada and the Squadron can’t wait to welcome everyone to Halifax,” says Will Greenwood, RNSYS race chair.

In keeping up with the needs of ocean racing, which continue to evolve over more than a century, the organizers of the 37th biennial Marblehead-to-Halifax have included a number of changes from the previous races in the current NOR. Check them out on the NOR which is now up on the official race

website [www.marbleheadtohalifax.com](http://www.marbleheadtohalifax.com). Registration forms will be posted and made available in December.

NOTE: Race starts at Marblehead, MA on Sunday, 7 July at approximately 1300. By Wednesday, 10 July a few boats will be in at RNSYS. The boats’ speed and progress from BYC at Marblehead to RNSYS depends on winds, sea conditions, and tidal currents.

### An Additional Story—Plominski tries again



*Plominski’s new ride, the J40 Artemisia*

Skipper John “Drew” Plominski is hoping that lightning doesn’t strike twice. Plominski, whose boat was destroyed by lightning two years ago, was first in line to register for the 39th biennial Marblehead-to-Halifax Ocean race to take place this summer. “We’re thrilled to see Drew back for another try,” said Richard Hinterhoeller, RNSYS co-race director. Plominski’s 30-foot vessel, named Perseverance, was just about ready. Along with his wife and three friends, he planned to compete in the 363-mile biennial race to Nova Scotia. The South Boston resident left his boat moored at the Columbia Yacht Club the night before the



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big race and was at his house, just a couple of blocks away, when he heard the loud noise that sounded like a boom and a crack, he said. "It was nuts," Plominski said at the time. "All the electronics were fried," forcing him to withdraw from the 2019 race.

With his new boat, a J40 named Artemisia, he competed in the 2020 Beringer Cup race from Marblehead to Provincetown. A good tune-up for the 363-mile race to Halifax.

## Anchors

### Quick Summary Boat Anchor

**Recommendation:** For most boaters, a Bruce or Delta is the best balance between price and performance. Both perform similarly and are similarly priced (Narrowly, the Bruce/Claw is our favorite of the three). If you've used a Danforth in the past, and you have had luck with it, choose a Danforth. If you've never used one before and if your setup allows it, choose a Bruce or Delta instead. If you're a blue-water cruiser, choose a CQR, or consider one of the new generation of anchors discussed below.

#### Boat Anchor Names/Generic Name

Bruce = claw

CQR = plow/hinged plow

Danforth = fluke

Delta = wing

A special note is needed on the naming of anchors. Many anchors have a trademarked name, such as a Bruce or CQR, and a generic name like Claw or Plow. This is the same as how Xerox is a trademarked name for photocopier and how Aspirin is a trademarked name for pain killer. Trademarks effectively never expire

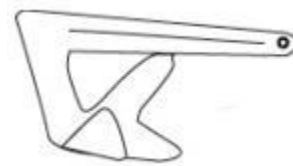
whereas design patents expire after approximately 20-25 years. Therefore, manufacturers are free to clone an anchor design that has an expired patent but cannot use the trademarked name.

### Bruce™ Claw Anchor

The Bruce, or Claw, remains one of the most popular anchors among recreational boaters in North America. This is our anchor of choice as well.

The Bruce was developed in the 70s by the Bruce Anchor Group. Once their patent expired in the early 2000s, they stopped production of this anchor. Many imitations are now available.

The Bruce is an excellent all-purpose anchor as it performs well in most sea bottoms



including mud, sand, rock, and coral. It has a harder time penetrating harder surfaces, such as

clay, and bottoms with heavy grass. The three-claw design sets more easily than other anchors. It also resets easily if it is ever broken loose. On the downside, the Bruce has a lower holding power per pound than other anchors, meaning you'll usually need a larger anchor than say the Delta/Wing.

**Pros:** Performs well in most conditions. Sets easily.

**Cons:** Awkward one piece design. Lower holding power per pound.

**Bottoms:** Performs well in most bottoms; Struggles in hard bottoms such as clay, or heavy grass.

### CQR™/Plow & Delta™/Wing Anchor



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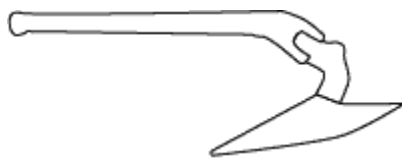
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Both the CQR/Plow and the Delta/Wing are a plow style anchor. The most significant difference between these anchors is the fact that the CQR has a hinged design whereas the Delta is a one-piece design.

The CQR is one of the oldest styles, dating back to the 30s and to this day, it remains



one of the most popular anchors among blue

water cruisers. Despite this, it has relatively low holding power and it consistently struggles in independent tests. It's also rare to find a CQR under 25 lbs lending itself to the saying "There's no such thing as a small CQR". Despite these shortcomings, the hinged design makes it more responsive to wind and tide changes as compared to other anchors.

The Delta is arguably the most popular anchor on boats today and is the standard anchor of choice used by most boat



manufacturers. It has a good holding power per pound (about 50% more than the Bruce).

Both the Delta and the CQR perform well in most bottoms, struggling the most in rock.

**Pros:** Performs well in most conditions. Fits most bow rollers.

**Cons:** Hinged design can make stowage awkward. "No such thing as a small CQR/Plow anchor".

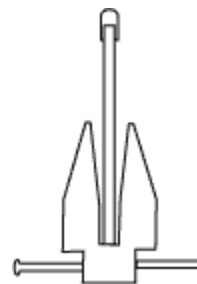
**Bottoms:** Performs well in most bottoms; struggles in rock.

#### Danforth™/Fluke Anchor

**Details:** The Danforth, or Fluke anchor, remains a very popular anchor choice. The

Fortress is also a popular Fluke style anchor, different from the Danforth in that it comes apart and is constructed of light-weight, high-strength, aluminum.

The Fluke performs well in mud and sand, potentially the best of any anchor style. The downside is that outside of these bottoms, it is not a good performer. Therefore, it is a mud/sand only anchor, which fortunately is what most bottoms are comprised of.



Whether or not it is used as a primary anchor, a Fluke anchor makes an excellent choice as a secondary or stern anchor.

**Pros:** Performs well in mud and sand. Stows easily on most bow rollers.

**Cons:** Does not perform well outside of mud/sand.

**Bottoms:** Top performer in mud/sand. Performs poorly in other bottoms.

#### Plow Anchor with Roll Bar

**Details:** There are several anchors on the market today that are essentially plow anchors with roll bars. These include the Rocna, Manson Supreme, and Bugel.



New Generation Anchors

Each of these anchors are essentially a variation on a plow style anchor. If you

look at the plow portion of these anchors, you can see they are a lot sharper than traditional plows like the Delta/Wing and CQR. Analogous to a knife through butter, these anchors can penetrate the sea bottom a lot easier than the other anchor styles. The roll bar also helps them orient themselves upright when setting.



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These anchors have performed extremely well in third party tests. The biggest downside to these anchors is that because they are still patented, they can be very expensive. The roll bar along with the

elongated plow can also make storing these anchors on bow rollers difficult.

**Pros:** Very high holding power for many models.

**Cons:** Difficult to stow on a bow roller.

**Bottoms:** Performs well in most bottoms.

**Anchoring:** Remember that an anchor's holding power is also depending on the rode—amount of chain and size of nylon line as well as the strength of shackles and swivel shackles.

**Ed: Other Anchors:** Grapnel or mushroom anchors are not recommended for either coastal or 'blue-water' cruising. These anchors are ineffective for cruising use either because of no holding power or weight.

**Boat Anchor Material Types:** Boat anchors come in a variety of types, the most popular being mild steel, high-tensile steel, stainless steel, and aluminum. Most of the traditional steel anchors we are accustomed to seeing are likely either mild or high tensile steel. Mild steel and high-tensile steel are nearly indistinguishable from one another appearance wise. However, high tensile steel is 2-3 times stronger than mild steel but does not have 2-3 times more holding power. Both mild steel and high-tensile steel anchors are not corrosion resistant, and therefore need to be galvanized to prevent rust and other corrosion. All steel anchors (except stainless) should be galvanized. Galvanization has a tendency to wear down over time, but an anchor (as well as nearly any other steel product) can be re-galvanized.

Galvanized Steel	Stainless Steel	Aluminum
		
<p><i>PROs</i> Inexpensive. Strong. Corrosion resistant while galvanized.</p> <p><i>CONs</i> Galvanization can wear down over time.</p>	<p><i>PROs</i> Looks very attractive. Strong. Corrosion resistant.</p> <p><i>CONs</i> Very expensive. Scratches and other damage from use can affect appearance.</p>	<p><i>PROs</i> Lightweight.</p> <p><i>CONs</i> More expensive than steel. Not as strong as steel.</p>





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Stainless steel is identical to galvanized steel in terms of holding power but differs significantly in appearance. The shiny gloss is essentially the only difference between stainless steel and galvanized steel. Stainless steel is also very corrosion resistant and will resist most rusting over time. You will often see manufacturers describing stainless steel as either 316 Stainless or 304 Stainless. 316 is a different chemical composition than 304 and is more corrosion resistant. It also more expensive.

There are some anchors constructed from high strength aluminum, such as the Fortress. These anchors are extremely lightweight while still offering high holding power. These anchors rely on bottom penetration for most of the holding power, and therefore, if they are not set, they provide little to no holding power.

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*A yawl has anchored off Coote Cove, Crystal Crescent Provincial Park, Sambro, September 2020. The combination of chain, nylon rode, and appropriate scope ensures that their plow or CQR anchor will stay in place.*

**CPS-ECP News:** The National Office has sent a request by way of the February 2021 *Porthole* for CPS-ECP members to volunteer for the Board of Directors. Applications are due on 1 March 2021. Documents and details are on the National website. The *Porthole* has a brief write-up.

This issue of the *Foghorn* was prepared by Howard Donohoe, [AP](#) and with assistance from Catherine Lunn. If you have suggestions, photos, stories, or articles, please send them to [hvdonohoe@bellaliant.net](mailto:hvdonohoe@bellaliant.net).